



Today's  
Advertisements.

## SUNDAY EXCURSION.

S.S. "TAI-ON."  
JUNE 10th, 1898.  
THE above Commodore Steamer, will leave  
MARKET STREET WHARF, at 10 A.M. for  
SEA-TRIP, RETURNING at 7 P.M.  
FARE ..... \$2 only.  
Tickets can be obtained from  
W. FARMER, or  
A. HARPER, Promoters,  
Hongkong, 6th June, 1898. [715]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN."  
Captain Hodgins, will be despatched for the  
above Ports, TO-MORROW, the 7th instant, at  
10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers,  
Hongkong, 6th June, 1898. [715]

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.  
THE Company's Steamship

"HECTOR."  
Captain Barr, will be despatched on  
WEDNESDAY, the 8th instant, at Daylight.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th June, 1898. [717]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"QUEEN MARGARET."  
will be despatched as above on or about  
the 11th instant.  
To be followed by  
S.S. "ST. NINIAN," on or about 1st July.  
S.S. "CRAIGHEARN," on or about 20th July.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 6th June, 1898. [748]

HAMBURG-AMERICA LINE.  
(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND  
ANTWERP.

(Taking Cargo at through rates to AMSTERDAM,  
ROTTERDAM, LONDON, OPORTO, LIVERPOOL,  
GLASGOW, NORTH and SOUTH AMERICAN  
PORTS.)  
THE Company's Steamship

"ADRIA."  
Captain Reuter, will be despatched for the  
above Ports, on TUESDAY, the 14th instant.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 6th June, 1898. [673]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SINGAPORE.

THE Steamship

"BENLAVERS."  
Captain A. Webster, will be despatched as  
above on or about the 22nd instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th June, 1898. [720]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND  
SINGAPORE.

THE Company's Steamship

"MOYUNE."  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Underwriters before  
noon on the 11th instant or they will not be  
recognized.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on SATURDAY, the 11th instant at  
3 P.M.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 12th  
instant will be subject to rent.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 6th June, 1898. [1-7 719]

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and  
all Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. [130]

TO SUBSCRIBERS.

SUBSCRIBERS TO THE HONGKONG  
TELEGRAPH ARE MOST REMOVEDLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

## Intimation.



A. S. WATSON & CO.,  
LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR'

SANITARY FLUID.

DISINFECTANT, GERMICIDE,

ANTISEPTIC AND DEODORISER,

NON-POISONOUS,

NON-CORROSIVE,

DOES NOT STAIN,

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant  
and Germicide, and is a Deodoriser of  
the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Societies

of Paris and St. Petersburg;

Bacteriological and Agricultural Expert.

5 gallon drum ..... \$10.00

2 do ..... 4.25

1 do ..... 2.25

Pint tins ..... 0.50

'APENTA'

The best natural Aparent Water bottled at

Buda Pest under the direct supervision of the

Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.

TRK HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th May, 1898. [7]

BIRTHS.

At Shanghai, on the 28th of May, 1898, the  
wife of A. F. BARRADAS, of a son.

At Shanghai, on the 31st of May, 1898, the  
wife of C. P. A. HANSEN, L. M. Customs, of a  
daughter.

DEATHS.

At Vladivostok, on the 13th May, CHARLES  
H. SMITH.

At 733, Wanchai Road, WILLIAM HENRY  
DIXON, aged 31 years, late second engineer of  
the steamer *Hongkong*. [716]

NOTES AND COMMENTS.

The continued interruption of tele-  
graphic communication with the Philip-  
pines is likely to affect us in other ways  
than cutting off all news of the war.  
Since the establishment of the Observa-  
tory, we have been dependent upon the  
Philippines for meteorological observa-  
tions, by means of which the advent of  
typhoons coming from the south-east  
could be foretold, and their courses and  
distances calculated and the shipping and  
the Colony warned of their approach.  
This fact alone values the Philippine  
cable of inestimable value to the Colony;  
for, beyond a doubt, hundreds of thou-  
sands of dollars have been saved by the  
timely issue of storm warnings, which  
enabled vessels not only to prepare for  
a typhoon while in port, but to steer  
clear of an approaching one when leav-  
ing for the south and east, although no  
signs of its coming were apparent in the  
Colony at the time of sailing.

We do not mean to say that the inter-  
ruption of the Philippine cable will put a  
stop to the issue by the Observatory of all  
warnings of typhoons approaching the  
Colony from the south-east, but it means  
that such typhoons will be enabled to  
approach much closer before our local  
meteorological observations will serve to  
show their existence, and therefore the  
warning must of necessity be shorter.

Until recently there were two observing  
stations in the Philippines, one at Bolinao,  
which was a British station and worked  
by the British Telegraph Staff in con-  
nection with the Hongkong Observatory,  
and the other at Manila, in charge  
of the Roman Catholic fathers. These  
two stations forwarded their observa-  
tions by wire to Hongkong, and  
from them the position and direction of  
approaching typhoons were calculated. A  
few months ago the Philippine rebels  
attacked Bolinao, as we reported at the  
time, and the station was shortly after-  
wards abandoned. The cable, which came  
ashore there, was cut and a new piece  
spliced on at some distance from the  
shore and led along the coast and

into Manila Bay. This did away with  
a most useful observing station and left  
us only Manila to depend upon, and  
now, owing to the exigencies of war,  
Admiral Dewar has cut off from all com-  
munication with our one remaining station,  
and the Telegraph Company, from its in-  
ternational character, is unable to consent  
to the cable being spliced unless Spaniards  
and Americans alike are allowed to use it.  
Thus all warnings from the Philippines  
have become a thing of the past.

Under these circumstances it is a great  
pity that the station at Bolinao was  
abolished. Manila was only connected  
with that station by land lines, and there-  
fore the Americans could, by cutting them  
themselves or getting the rebels to do so,  
have rendered the telegraphic isolation  
of Manila quite as thorough as it is at the  
present time. Then too, the telegraph  
staff at Bolinao would have been enabled  
to send their observations as before, and  
our position as regards storm warnings  
would have been just as good as it was  
with the Bolinao station abolished and only  
Manila to depend upon. We should still  
have had one station left. Could not the  
Telegraph Company and Admiral Dewar  
come to some arrangement whereby  
meteorological observations could be for-  
warded while all other messages were ex-  
cluded? Surely the danger to shipping  
warrants such an arrangement.

## TELEGRAMS.

(Special to the Hongkong Telegraph.)

DEATH OF VICEROY TAN.

CANTON, June 5th.  
It is reported that Tan, Viceroy of the  
Two Kwangs, is dead. The officials are  
said to have concealed the fact for days  
past and have not yet reported the matter  
to the various Consuls, fearing that an  
official announcement on the subject will  
be speedily followed by a revolt, probably  
led by the Black Flag Chief who has now  
about 5000 'braves' under his command  
here.

[Tan, who was upwards of 80 years of age, was  
Viceroy of Fukien when the never-to-be-  
forgotten Kucheng Massacre took place, in  
1895. His great ambition in recent years has  
been to die in office and for some time past  
Wong, Chief of the Lichin Bureau, has been  
the real ruler of the Liang Kwang.]

## THE BLACK DEATH.

The deaths from plague are now much  
less than they were ten days ago. From  
80 to 100 is the total daily mortality at  
present.

## CHOLERA.

A few deaths from Cholera are reported.

## REUTER'S MESSAGES.

THE ADVANCE ON KHARTOUM.

LONDON, June 3rd.  
The *Times* states that a brigade of infantry  
under Col. Lytton, is proceeding to the Nile  
and will probably consist of 1st Bat. Grenadiers,  
and 2nd Bat. Rifle Brigade, 1st Bat. Warwickshire,  
and 2nd Bat. Lancashire Fusiliers.

## OBITUARY.

The death is announced of Mr. Pilsnoll.  
[Samuel Pilsnoll, fourth son of Thomas and  
Priscilla Pilsnoll, was born at Bristol in 1834.  
He was educated at Penarth (to which place  
his parents moved when he was a child), by  
the curate of the parish, and later at Shell-  
field, at a private school. He was first a clerk  
in a solicitor's office, and afterwards went into  
a brewery as clerk, and became manager there,  
where he remained till 1883, when he came  
up to London and started in business for him-  
self. He successfully contested Derby in the  
Liberal interest in 1888 and sat for that town  
till 1890, when he gave up his seat to Sir  
V. Harcourt. Mr. Pilsnoll went into Parlia-  
ment for the express purpose of helping the  
sailors, and gave up his seat for the same  
reason, thinking that a Cabinet Minister  
might be able to render better service to the  
sailors' cause than a private member could.  
While in Parliament Mr. Pilsnoll was in-  
strumental in passing Acts for the Amendment  
of the Shipping Laws, in 1871, 1873, 1875, and  
1876. Mr. Pilsnoll published, in 1872, 'Our  
Seamen' and has since written an sequel to it.  
In 1890 he published a work on 'Cattle  
Ships'. He accepted the post of President of  
the National Amalgamated Sailors' and Fire-  
men's Union of Great Britain and Ireland  
soon after that organization was established,  
in 1890, but afterwards retired.]

(From Shanghai Papers.)

THE FAR EASTERN QUESTION.

GOOD ADVICE FOR CHINA.

PEKING, May 27th.  
Prince Henry has spoken with emphasis to  
the Emperor of China of the necessity of reform-  
ing the Chinese Army.  
The Emperor was much impressed by Prince  
Henry's advice, and has issued instructions on  
the subject to the army department.  
The proposal to adopt the European military  
system is now being considered by the depart-  
ment.

It is suggested that Japanese army in-  
structors should be employed.

FAILURE OF KOREAN CROPS.

SEOUL, May 28th.  
Owing to the failure of the crops in Korea,  
the import duty on cereals will be suspended for  
five months.

## THE PLAGUE.

During the 24 hours up to noon, 4th June,  
6 new cases and 6 deaths from plague were  
reported, making the total since 1st January (155  
days) 1257 cases and 2107 deaths.

During the 24 hours up to noon, 5th June,  
2 new cases and 3 deaths from plague were  
reported, making the total since 1st January  
(156 days) 1259 cases and 2110 deaths.  
The returns for the week ended 4th June,  
are 68 cases and 83 deaths, as against 6 cases  
and 63 deaths the previous week.

## LOCAL AND GENERAL.

H.M.S. *Pygmy* left here homeward-bound on  
Saturday morning.

A NOTIFICATION appears in Saturday's *Gazette*  
declaring Amoy infected with plague.

A CHINESE boatman charged by P.C. Kerr with  
anchoring in the Northern railway was to-day  
fined \$10.

ENTRIES for the V. R. C. Water Polo Tourna-  
ment close to the Hon. Secretary, Mr. T. Yule,  
on 15th inst.

A DESPATCH boat (either the *McCulloch* or the  
*Zephyr*) will probably arrive here to-morrow  
from Manila.

A BATCH of six boat folk neglected to renew  
their licenses and five were ordered to pay fines  
of \$5 each and the sixth \$1.

THE steamer *Knowsley* having 500  
soldiers of the 10th regiment from Wei-hai-wei  
arrived at Tsungu on the 20th ult.

THE flag at the U.S. Consulate was hoisted at  
half-mast to-day out of respect to the late Capt.  
Gildley of the U. S. flag-ship *Olympia*.

AN ordinary seaman belonging to H.M.S. *Bona-  
ventura* died of pleurisy in the Government  
Civil Hospital yesterday and was buried with  
full naval honours this morning.

FOUR third-class cargo boat men were to-day  
fined \$5 each for neglecting to take out licenses.  
Inspector Kemp also prosecuted five boatmen  
and one woman for like neglect and they were  
also fined \$5.

THREE prisoners, previously convicted as rogues  
and vagabonds, were similarly charged to-day  
and were each sent to goal for a month. Three  
first offenders in the same class were awarded  
fourteen days' goal.

THE *Gazette* notifies that H.E. the Acting  
Governor has been pleased to recognise, pro-  
visionally and pending the arrival of the Queen's  
exequatur, Dr. F. C. Riehoff as in charge of the  
German Consulate.

P.C. HAMMOND to-day prosecuted four boat-  
women and two men with illegally mooring in-  
shore at night time at Yau-ma-tei. The defend-  
ants were discharged as they were held that  
they did not obstruct the fairway.

A TEAM swimming race will take place at the  
Victoria Recreation Club about a fortnight  
hence. This is the first time that this form of  
competition has been introduced here and  
judging from reports it promises to provide a lot  
of excitement and amusement.

THE *Mainichi Shimbun* of Tokyo, under the  
caption "The Future of the Philippines," sug-  
gests that on the war between America and  
Spain coming to an end, Japan should initiate a  
conference of the Powers and propose to make  
the Philippines an independent country.

AN excursion on the river-boat *Tai-on* has been  
arranged to take place on Sunday next, 12th  
inst. (today's day). Considering the cheapness of  
the trip and the benefit to be derived therefrom  
there should be a large attendance. The *Tai-on*  
leaves Market Pier at 10 a.m. and returns about  
7 p.m.

A SMALL Chinese boy, who was "flying light"  
in the matter of clothes was to-day charged with  
stealing salted fish from a hawk. The urchin  
said it was not him but another boy. As he had  
not long before been punished for larceny, his  
Worship ordered ten strokes with the birch to  
be inflicted.

THERE was the usual Monday crowd at the  
Magistracy and Capt. Hastings on taking his  
seat on the bench was confronted with a crowded  
dock. The weather was sultry and as there was  
a large attendance of the great unwashed, it can  
be readily imagined that the Court room was so-  
rely of anything but pleasing odours.

AN interesting pick-up match game of water-  
polo was played at the Victoria Recreation  
Club's bath on Saturday afternoon. The game  
was exciting and well-contested throughout and  
with a few more practice games the Club will be  
able to get together a strong and formidable  
team for the coming Water-Polo Tournament.

A COOLIE charged with stealing three bundles  
of Chinese paper, value \$10 from a shop, made  
a queer defence to-day before Cap. Hastings.  
His story was that the Chinese coolie saw his  
baggage and because defendant would not sell  
it the officer charged him with larceny. Several  
witnesses said they saw defendant with the  
paper. The case was set back for further  
enquiries to be made.

LATE evening at 7.45 a sampan left the Govern-  
ment wharf with seven men on board bound  
for H.M.S. *Bonaventura*. By some means the  
craft capsized when a little distance from the  
steps. The policeman on duty on the spot  
promptly threw a life-buoy over to the  
people and all were got safely ashore. One of  
the men was, however, so exhausted that he had  
to be taken to the Hospital for treatment.

IN Saturday's *Gazette* the Hon. R. D. Ormsby  
issues the following notice:—"The Water  
Authority begs the co-operation of Peak resi-  
dents in preventing misuse or waste of water, so  
as to avoid, if possible, the shutting off of the  
supply for many hours of the day. At present  
the capacity of the pumping station is strained  
almost to its limit and the daily consumption in  
May exceeded that of April by 25 per cent."

The presence of the military at Mount Austin  
has contributed to the increased consumption  
probably.

THE thunder and lightning of yesterday after-  
noon and evening culminated shortly after mid-  
night in a steady and copious downfall of rain  
that lasted incessantly until long after daybreak.  
The moon rose last night was a fine sight, the  
lunar light showing dimly through the cloud  
wrack and just below the moon was a mass of  
black cloud much like a cypress tree in appear-  
ance. The steady rainfall should considerably  
enhance the supplies at the reservoirs and at the  
same time do good work in cleansing the many  
foul drains in the colony.

## THE WAR.

NEWS BY H.M.S. "SWIFT."

H.M.S. *Swift* arrived this afternoon from  
Manila, which port she left at 4.30 p.m. on  
Friday last.

In Manila itself things are much the same as  
they were when the last news arrived from the  
Philippines, with the exception that the rebels  
have now advanced to within four miles of the  
town and have cut the railway.

It is reported that the regiment upon which  
the Spaniards relied to a great extent and upon  
which fell the duty of shooting Rizal and other  
rebels has melted, the men shooting their  
officers and then going over to the insurgents.

The foreign residents of Manila, with the  
exception of the British, are all on board the  
shipping in the harbour and the British are  
ready to leave at any moment. Business is at  
a standstill and food is getting dearer than ever.  
Potatoes are now selling at \$24 per picul.

There has been some fighting around Manila  
between the Spaniards and rebels, and the latter  
now have a thousand Spanish prisoners at  
Cavite. The Americans have, it is said, helped  
the rebels in their attacks on the Spanish posi-  
tions outside Manila by sending boats armed  
with machine guns to their assistance. It is  
also reported that the rebels have captured some  
Spanish priests and subjected them to the most  
revolting tortures.

The American fleet still remains at Cavite,  
and no action has yet been taken against Manila.  
A rumour is in circulation to the effect that if  
the rebels advance much further towards the  
town, there is every probability of Manila  
capitulating before the arrival of the troops from  
the United States.

The end of the cut telegraph cable has been  
picked up and taken on board the U. S. gunboat  
*Federal*, but there is no operator available and  
consequently no means of sending news or  
despatches.

DEATH OF A P.W.D. OFFICER.

It is with deep regret we have to chronicle  
the death of Mr. James Lucien Prosser, Land  
Surveyor to the Public Works Department.

Mr. Prosser who was a native of Wales, was 40  
years of age and had been in the employ of the  
department for about nine years, rising at one  
time to Superintendent of Crown Lands. His  
colleagues say he was a particularly smart  
surveyor and he has done a lot of extremely  
good work in Hongkong. He only returned from  
England, where he had been on leave, in De-  
cember last. For some time past his health  
had been falling and a few days ago he was  
taken to the Government Civil Hospital where  
he died at 4 a.m. to-day. Deceased had been a  
member of the local Volunteer Corps for the  
past couple of years and he was buried this  
evening with full military honours.

At about 4.45 the corps fell in and there was  
a fairly good muster. Amongst the officers were  
Major Sir J. W. Carrington, Capt. Godson, R. A.,  
Adjutant, Capt. Chapman and Saunders,  
Lieut. Follett and the staff of instructors.

The Coffin was placed on a gun carriage and  
covered with the Union Jack, deceased's sword,  
belt and helmet being deposited on the flag.  
The whole of the coffin was covered with beau-  
tiful wreaths and crosses sent by comrades and  
friends. Sergeant Hayward had charge of the fir-  
ing party and Q. M. S. Watling generally  
superintended the mournful arrangements. The  
band of the King's Own kindly gave their ser-  
vices and on the way to the grave played the  
"Funeral Marches" of Beethoven and also of  
Chopin. At the monument and at the cemetery  
a number of civilian friends joined the cortege.

## CANTON NOTES.

(From our own Correspondent.)

Canton, May 31st.  
NEW BRITISH CONSUL.

Mr. R. W. Mansfield notified by circular  
yesterday that he has taken over the duties of  
British Consul at this port.

Mr. Mansfield succeeds Mr. Byron Brennan,  
who has been promoted to the post of Consul  
General and Commercial Attaché at Shanghai.

He has done excellent work at Canton and richly  
deserved promotion, and will be greatly missed  
by a large circle of friends in South China.

OFFICE OF INLAND WATERS.

No notification respecting the opening of the  
inland waters of the southern provinces has yet  
been issued by the Commissioner of Customs.

It is reported that the riverine officials at  
Wuchow and Nanchang have been notified by  
the high provincial officials that the whole of  
the West River, its branches and the Canton  
Delta must be treated as open from 1st June in  
accordance with the latest Anglo-Chinese Agree-  
ment.

THE ANTI-MISSIONARY RIOT.

All is now reported quiet at Tungechow, near  
Wuchow, where the populace recently attacked an  
American mission station and chapel. The  
*Mission* were at the bottom of the trouble. The  
whole of the ladies resident at the mission,  
including Mrs. Fre and Mrs. Glover (Canadian),  
were removed in safety to Wuchow. No lives  
were lost but a good deal of damage was done  
by the mob.

PRINCE HENRY AT WEI-HAI-WEI.

Prince Henry of Prussia arrived at Wei-hai-  
wei on board the *Deutschland* on May 30th  
says the *Mercury*. After saluting the British flag,  
he exchanged visits with Admiral Seymour, and  
walked over the Island of Lukungtan. Every-  
thing went off smoothly. The British are busy  
giving names to the streets and the roads, and  
attending to sanitary measures. The pier is  
to be fair order and vessels can load alongside it.  
A cable is being laid between the island and the  
mainland. Several indications point to the  
fact that it is likely that a



## Intimations.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINOU MARU..... G. E. P. Cook	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	TUESDAY, 7th June, at 4 P.M.
SANUKI MARU..... W. Townsend	KOBE and YOKOHAMA	WEDNESDAY, 8th June, at 4 P.M.
MIKE MARU..... S. Kawasumi	KOBE and YOKOHAMA	THURSDAY, 9th June, at 4 P.M.
SEMDAI MARU..... C. Olsen	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAOSAKI, FUSAN and GEMAN	FRIDAY, 10th June, at 4 P.M.
YAMAGUCHI MARU..... P. H. Goling	SEATTLE, WASH., via KOBE and YOKOHAMA	TUESDAY, 14th June, at Noon.
IDJUMI MARU..... R. Nomoto	BOMBAY, via SINGAPORE (Transhipping Cargo for Java Ports) and COLOMBO	TUESDAY, 14th June, at Noon.
KAWACHI MARU..... J. S. Thompson	MARSEILLES, LONDON and ANTWERP, via SINGAPORE (Transhipping Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	TUESDAY, 21st June, at 4 P.M.
TOKIO MARU..... E. W. Hawes	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at 4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 3rd June, 1898.

A. S. MIHARA,  
Manager.

16

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

TO THE DEAF!  
A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent 1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

SERRAVALLO'S  
FERRUGINOUS QUININE.  
THE GREAT AUSTRIAN TONIC  
OR  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—  
A. S. WATSON & Co.  
Hongkong, 1st September, 1896.

CHS. J. GAUFF & CO.  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition,  
and for Volkmann and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central.

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF HIS HOUSE, IN  
HU-CHU ROAD.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a specialty.  
Hongkong, 2nd September 1894.

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

\*Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 31st May, 1898.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"

FROM PORTLAND, YOKOHAMA,

KOBE AND MOJIL.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

\*Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st June, 1898.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR CHEFOO AND TIENTSIN.  
The Company's Steamship

"KWEIYANG."  
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 8th June, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th June, 1898.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.  
The Company's Steamship

"CHELYDRA."  
Captain Davis, will be despatched as above on THURSDAY, the 9th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 3rd June, 1898.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND  
Ports, and taking through Cargo to  
ADELDAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
The Steamship

"AIRLIE."  
Captain Kock, will be despatched for the  
above Ports on FRIDAY, the 10th June,  
at 4 P.M.  
This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.

A Stewardess and a duly qualified Surgeon  
are attached to the Steamer.

\*Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the CHINA NAVIGATION  
COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 21st May, 1898.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
The Company's Steamship

"PVRHUS."  
Captain Ball, will be despatched as above  
on SATURDAY, the 11th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st June, 1898.

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
The Steamship

"AFRIDI."  
will be despatched as above on or about the  
10th June.  
S.S. "FATHAN".....about 15th July, 1898.  
S.S. "MACDUFF"....." 31st July, 1898.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 28th May, 1898.

SAILING VESSELS.  
FOR SAN FRANCISCO.

THE British Barque  
"WEST YORK,"  
W. L. Foster, Master, will load here for the  
above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.  
THE 100 A.I. British Ship

"IMBERHORNE."  
Lever, Master, Shortly expected here, will load  
for the above port and will have quick  
despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 19th March, 1898.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG.  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Sackin ..... | Wednesday | 22nd June.  
Bayern ..... | Wednesday | 20th July.  
Prins Hendrik ..... | Wednesday | 17th Aug.  
Dormstadt ..... | Wednesday | 14th Sept.  
Frisland ..... | Wednesday | 11th Oct.  
Sachsen ..... | Wednesday | 9th Nov.  
Bayern ..... | Wednesday | 7th Dec.  
Prins Hendrik ..... | Wednesday | 4th Jan. 99.

ON WEDNESDAY, the 22nd day of June,  
1898, at 9 A.M., the Company's Steamship  
"SACHSEN," Captain E. Sommer, with  
MAILS, PASSENGERS, SPECIE, & CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.

Shipping Orders will be granted till NOON on  
MONDAY, the 20th June. Cargo and Specie  
will be received on board until 5 P.M. on TUESDAY  
the 21st June, and Parcels will be received at  
the Agency's Office until NOON on TUESDAY, the  
21st June. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
50 cwt. and Parcels should not exceed Two Feet  
Cube in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 25th May, 1898.

RIGAUD'S  
White Violets  
EXTRACT

This fugative and  
delicate perfume is  
persistent as an  
Extract for the  
handkerchief  
while as a  
Soap and  
Powder,  
it has been  
adopted by  
the most re-  
fined French  
Society.

RIGAUD & Co.  
10,000  
White Violets  
equal each bottle of  
Rigaud's Extract  
PARIS

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

HONGKONG, 1st June, 1898.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.